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I INTRODUCTION

1.1 Statutory requirements

As a local transport authority, under the requirements of the Transport Act (2000), we have to produce a five-year Local Transport Plan (LTP). It should be a corporate strategy document, covering the full range of local authority objectives and service provision, and not developed in isolation by the Transportation service. Indeed, the Audit Commission has proposed that an authority's approach to transport, informed by LTP assessment, will be a major feature of the corporate aspect of the Comprehensive Performance Assessment (CPA) regime from 2005.

1.2 Key policy influences

Despite the title, an LTP cannot be written solely from a local perspective, but has to respond to both national and regional influences. The Transport Ten Year Plan (2000) set targets for congestion, public transport, road safety, and air quality to be achieved by 2010, many of which still apply.

This has now been superseded by the 'The Future of Transport: a network for 2030' (July 2004). It confirms that transport will continue to receive sustained funding but emphasises the importance of securing value for money by maximising the use of existing infrastructure. It also formally recognises the role that LTPs can play in meeting national and local objectives, by addressing the 'shared priority for transport'.

1.2.1 The 'shared priority for transport'

The 'shared priority for transport' was agreed by the Department for Transport (DfT) and the Local Government Association (LGA) and involves:

*"improving **access to jobs and services**, particularly for those most in need, in ways which are sustainable: **improved public transport**, reduced problems of **congestion, pollution and safety**."*

DfT has emphasised the delivery of the shared priority within the guidance issued for LTPs and is looking for policies and strategies that deliver on the following objectives:

(With an overall priority on public transport improvement)

- Air quality
- Congestion
- Safety
- Accessibility

LTPs are also expected to contain targets for outcomes (rather than outputs) with clear milestones that chart progress against these objectives.

1.2.2 Network Management Duty - Traffic Management Act

The Traffic Management Act (2004) places a duty on local transport authorities to manage their networks to secure the safe and expeditious movement of traffic, including pedestrians. It requires authorities to act to avoid, reduce or minimise congestion or disruption so that the transport network is used more efficiently. The way Buckinghamshire County Council intends to manage this statutory function is outlined in Part Two, Section B 'Tackling Congestion' with details of progress to date and future actions included in Appendix 8.

1.2.3 Sustainable Communities Plan

In February 2003, the Government published 'Sustainable Communities: Building for the Future', which included plans for four housing growth areas in the wider South East (including the Milton Keynes and South Midlands sub-region). The Sustainable Communities Plan shows that LTPs can contribute to the development of vibrant and prosperous urban areas by improving the environment, access, and road safety, and by supporting sustainable economic growth.

1.2.4 Every Child Matters

In December 2004, the Government published 'Every Child Matters: Change for Children', which set out a new approach to the well-being of children and young people from birth to age 19. It aims that every child will have the support they need to be healthy, stay safe, enjoy and achieve, make a positive contribution, and achieve economic well-being.

Every local authority will need to work with its partners through children's trusts and with the active involvement of children and young people, to find out what works best for them in its area and act on it. Transport issues are central to the achievement of the aims of 'Every Child Matters' and more details about the County Council's approach can be found in Appendix 9.

1.2.5 Regional influences

Our LTP also has to respond to regional influences, particularly important in an area containing and surrounded by growth proposals. The emerging South East Plan, the Milton Keynes and South Midlands Sub-Regional Strategy, the Regional Economic Strategy and the Regional Transport Strategy all need to be considered and addressed by the LTP to ensure a consistency in the delivery of shared objectives, plan and programmes.

1.2.6 Best Value Review

A Best Value Review of Transportation was carried out between July 2004 and May 2005 to evaluate the improvements made since the first review in 2000/01 and identify further

improvements for the service between 2006 and 2011. The review was carried out at the same time as the development of the Second LTP and the County Council's Medium Term Plan that focuses on the authority's priorities for revenue expenditure for three years (currently 2005/06 – 2007/08).

Effectively the Best Value Review and its Improvement Plan concentrates on improving 'how' we deliver our services, and the organisation of individual teams and groups to meet our priorities, rather than 'what' we will deliver, which is the role of the Second LTP.

1.3 A plan for Buckinghamshire

The challenge that we face is making our Second LTP relevant at a national, regional and local level. Above all, it is a plan for Buckinghamshire and therefore has to respond to and address residents' concerns. To achieve this, it has been developed in partnership with our District Councils, neighbouring authorities, transport operators, and other organisations; and most importantly, with the active participation of those who make journeys on the transport network every day, the public.



2 BUCKINGHAMSHIRE TODAY

Buckinghamshire has a population of approximately 479,000 people living in 188,000 households (Census 2001). Twenty-two percent of our residents are aged 16 and under, whilst 19% are 60 and over. It is projected that the 50+ years age group will grow as a proportion of the total number of people living in Buckinghamshire to 38% by 2011 and 41% by 2016.

People who come from a 'white' ethnic group currently dominate the population, accounting for between 88% and 96% of people depending on the district and 92% for the whole of Buckinghamshire. Wycombe has the highest proportion of non-white population (12.1%), followed by Aylesbury Vale (5.9%), South Bucks (6.6%) and Chiltern (4.5%). The Asian group dominates the non-white population across all districts accounting for 4.6% of the population across Buckinghamshire. Mixed and Black ethnic groups make up 1.3% whilst Chinese is the smallest proportion with 0.7%.

With respect to health and disability, 13% of people in the County are reported to have limiting long-term illnesses compared to 18% in England and 15% in the South East.

Overall, Buckinghamshire is relatively affluent, with average household income 34% higher than the UK average, and we have high levels of both car ownership and use. Generally, Buckinghamshire has a thriving economy, with a low level of registered unemployment, 1.3% compared to 1.5% in the South East and 2.3% for England. Whilst the workforce is highly qualified (1 in 4 educated to degree level), many of whom are managers / senior officials and in professional occupations (51% compared with 41% in England), there are growing concerns about shortages of suitable staff, skill gaps and retention problems, with 38% of local employers reporting recruitment difficulties. With easy access to the capital, both by road and rail, 13% of residents who work commute to London.

Our county is one of contrasts – the north is predominantly rural, with small market towns, whilst the south is more urbanised. Over a quarter of Buckinghamshire is within the Chilterns Area of Outstanding Beauty (AONB) and a further third is protected as Metropolitan Green Belt, mostly in the south of the county. Within rural areas agriculture is the predominant

land use, over 70% by area. The rural nature of Buckinghamshire presents a number of challenges including constraints on land development and access to key services and facilities for rural communities, particularly for young and older people.

Our two largest centres of population are urban areas encompassing the towns of Aylesbury and High Wycombe, with total populations of 69,000 and 118,000 respectively. These urban areas accommodate nearly 40% of the total population. Whilst much of Buckinghamshire is affluent and over three quarters of Buckinghamshire's population live in areas within the 30% least disadvantaged in the country, small areas of disadvantage exist and 1% of people live in areas that are within the 30% most disadvantaged in the country. All agencies face a challenge in seeking to meet the diverse needs of urban and rural communities and different user groups, particularly those experiencing significant relative deprivation.

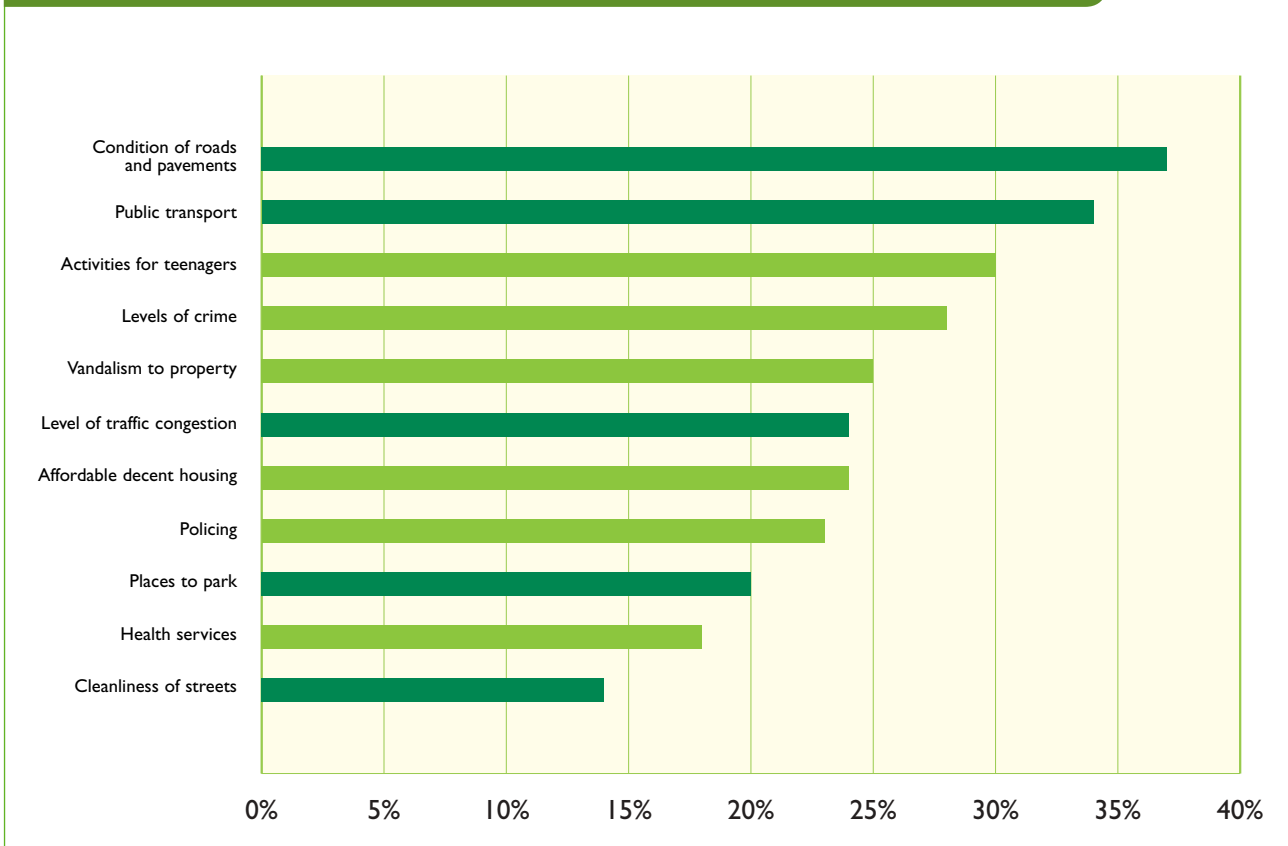
Our rich historic heritage and landscape sets Buckinghamshire apart from the counties that surround it. There are 141 scheduled ancient monuments, 34 registered historic parks and gardens and 6,000 listed buildings.

Many of these are accessible to the public and may be enjoyed by the community, such as the 17 National Trust properties within the county. Over 16,000 archaeological sites or features are recorded on our Sites and Monuments Record.

The Government's Sustainable Communities Plan identified Milton Keynes and South Midlands as one of four growth areas in the wider South East. As part of this growth area, the Milton Keynes and South Midlands Sub-Regional Strategy envisages an additional 15,000 new homes in the Aylesbury urban area by 2021. Delivering this scale of growth, whilst sustaining the environment and the quality of life in Buckinghamshire, will be one of the biggest challenges we face over the next 15 years.

We commission regular customer satisfaction surveys into the full range of publicly provided services in the county with a tri-annual MORI poll. Transport features strongly as one of the priorities for improvement (see Figure VI).

Figure VI: Top Quality of Life Concerns for Buckinghamshire Residents (MORI, 2002)



We recognise, however, that transport is a derived, rather than a primary social need since our customers need transport to help them access services and facilities. This may enable them to get to work, school, hospital or shopping and leisure centres. This means that for our LTP to be effective in delivering these needs, it must integrate with broader community aspirations and priorities.

3 THE FUTURE FOR BUCKINGHAMSHIRE

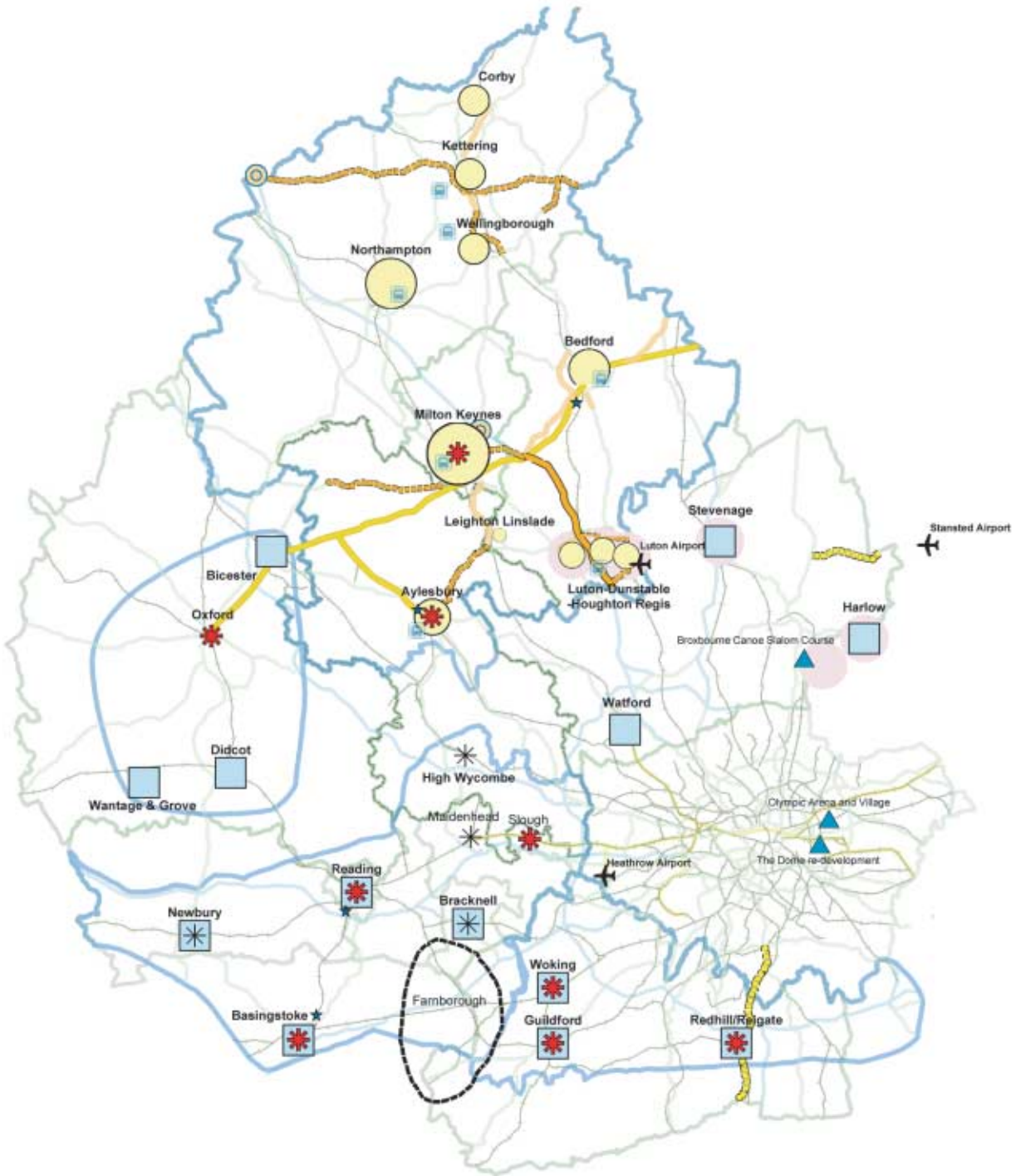
The nature of Buckinghamshire and its future size, shape and demography depends upon a number of factors. These include proposed and potential land use, economic growth and development, and the priorities of residents, communities, and public service providers. We have sought to identify and consider the main influences and their likely impacts, to not only determine the future for Buckinghamshire but to also help shape our vision for transport.

3.1 Spatial Strategy

The development of the Sustainable Communities Plan and changes in planning legislation provide a challenging context for land use and transport planning.

As well as the homes and associated jobs planned within Buckinghamshire, the county is at the heart of many other plans for growth across the South East region (see Figure V2). Across the wider sub-region, over a quarter of a million houses and a similar number of jobs are planned for the next 20 years; to the north (Northampton, Kettering, Wellingborough and Corby), the east (Milton Keynes, Bedford, Luton and Leighton / Linslade) and the south and west (Western Corridor & Blackwater Valley and Oxfordshire).

Figure V2 - Planned & proposed growth in & around Buckinghamshire



Map Key

- Sub-regional boundary
- Blackwater Valley
- Buckinghamshire County
- Counties
- Unitary Authorities
- Greater London Authority
- Motorway
- Major A-roads
- Railway
- * Regional Transport Hub (RTS)
- * Sub-regional transport hub (TVMMS)
- ★ New station (proposed)
- East-West Rail (proposed)
- Crossrail
- Public transport links (proposed)
- Proposed public transport improvements (including park and ride)
- Main growth towns outside MKSM (proposed)
- ✈ Airport Expansion (proposed)
- Milton Keynes & South Midlands (MKSM) sub-region
- Main growth towns in the sub-region
 - 10,000 (No. of homes planned)
 - 1,000 (No. of homes planned)
- Priority area for regeneration
- Proposed public transport improvements (including park and ride)
- Motorway Junction Improvements
- Motorway widening
- Road Improvements (under consideration)
- Road improvements (committed)
- ▲ Significant permanent Olympic area (proposed)

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In Buckinghamshire, the spatial vision for the nature and location of this growth to 2011 is set out in the County Council's Structure Plan. Beyond 2011, under the Planning and Compulsory Purchase Act (2004), a Regional Spatial Strategy (RSS) replaces the Regional Planning Guidance (RPG9). Structure Plans will also cease to exist, and Local Development Documents (LDDs) will replace District Local Plans. In this area, the RSS will be known as the South East Plan and covers the period to 2026. Whilst it has a wider scope than RPG9, the South East Plan does not include the regional economic or housing strategies.

The emerging South East Plan includes the following objectives:

- To plan positively for a reasonable level of housing development
- To plan positively for a reasonable level of economic growth, with consequent labour supply, physical and social infrastructure implications
- To protect and improve the best of the region's natural environment both for its own sake and to underpin the social and economic development of the region
- To improve transport and other access, especially for disadvantaged groups
- To provide infrastructure in a timely fashion that keeps pace with development and greater reassurance on that issue through a dialogue with Government on how to plan for that development
- To develop clear investment priorities and improve key transport links

Within the South East Plan the nature, shape and scale of growth beyond 2011 are defined by sub-regional strategies. Those most affecting Buckinghamshire are:

- Milton Keynes and South Midlands
- Western Corridor
- Central Oxfordshire

3.1.1 Milton Keynes and South Midlands

The Milton Keynes and South Midlands Sub-Regional Strategy will have most impact on Aylesbury, which is set to grow by an extra 10,600 homes by 2016 in the urban area and by a further 3,300 homes in the same period across the rest of the Aylesbury Vale District, excluding those that form part of the expansion of Milton Keynes.

Neither the location for housing in and around Aylesbury, nor the amount of housing to the west of Milton Keynes within Buckinghamshire's borders is yet agreed. It is however, already clear that a central objective for the second and subsequent LTPs, will be to deliver the transport infrastructure necessary to support the growth and the potential increase in trips generated by both housing and employment areas.

We are working closely with Aylesbury Vale Advantage (AVA), the Local Delivery Vehicle (LDV) for Aylesbury Vale, established to progress the delivery of the growth agenda. Its membership includes County and District Councillors, Aylesbury Vale Primary Care Trust, South East England Development Agency (SEEDA), English Partnerships, the voluntary and business sectors and environmental organisations. We are pleased that, with the support of AVA, we have received full approval via the Community Infrastructure Fund for the Aylesbury Public Transport Hub, Southcourt pedestrian / cyclist bridge, and Aylesbury Parkway station projects. Once complete, these will enable us to improve access for public transport, walking and cycling and provide the infrastructure for the required 'step change' in travel patterns in the town.

With our support, AVA has commissioned the development of a master plan for Aylesbury that will help determine the most appropriate and sustainable sites for growth. This will ensure that the town, and the facilities and services it provides, are capable of meeting the needs of an expanding population, to secure the economic vitality of the area and minimise the need for commuting.

Whilst the sustainability of Aylesbury as a growth area depends upon the quality of its internal transport system, the ability to attract inward investment relies upon the development of Aylesbury's inter-urban links, both with other towns in the Milton Keynes and South Midlands Sub-Region and with towns outside the sub-region. We are already taking forward proposals for rail and express bus links to Milton Keynes and beyond, and for the improvement of the A418/A4146 road corridor linking Aylesbury to the rest of the sub-region. Other inter-urban links are also being considered, some of them in the context of other sub-regions.

3.1.2 Western Corridor and Blackwater Valley

South Bucks District and the southern part of Wycombe District, including High Wycombe and Marlow but not Princes Risborough, fall within the Western Corridor and Blackwater Valley Sub-Region. Whilst it is not defined as a growth area in the Government's Sustainable Communities Plan in the same way as the Milton Keynes and South Midlands area, its continued prosperity is seen as crucial to the continued buoyancy of the South East Region, and transport initiatives will be a key element in maintaining its economic vitality.

Levels of housing growth for the sub-region have yet to be definitively set, although the draft South East Plan prepared by the South East England Regional Assembly (SEERA) envisages levels similar to those in current Regional Planning Guidance. Whilst new housing is not expected to be provided in the urban areas alone, growth proposals are anticipated to have a strong urban emphasis. High Wycombe is one of the towns that may be identified to support the growth, although severe physical and environmental constraints may mean that other major settlements in the sub-region (such as Reading and Basingstoke) will be expected to absorb much of the growth.

SEERA, with the support of both County and District Councils, have proposed that High Wycombe is designated a Regional Hub, and this has recently been endorsed by the Regional Planning Committee, along with a change to the Key Diagram illustrating transport 'hubs and spokes' (see 4.1 below). Further ratification is required, but the proposal is likely to feature in the final Plan.

The sub-region is largely coincident with the Thames Valley Multi-Modal Study (TVMMS) area, and local authorities across the area will be actively seeking the implementation of the TVMMS strategy, including improvements to junctions on the A404 and the implementation of an inter urban express bus and coach network supported by high-quality interchange facilities. These and other improvements to the transport network (including rail services) are critical in Buckinghamshire, where existing north-south links are inadequate. With no operational railway link crossing an area from Greenford in West London across Buckinghamshire to Bicester in

Oxfordshire, and reliance on the A404 as the only north-south trunk road link in the area between the M25 and the A34, it is difficult to provide adequate transport facilities to link the majority of the Western Corridor and Blackwater Valley sub-region to High Wycombe and on to the Milton Keynes and South Midlands growth area.

3.1.3 Central Oxfordshire

The consultation draft South East Plan does not contain proposals for a conclusive way forward in the Central Oxfordshire Sub-Region. There are options for the expansion of Oxford into land currently designated as Green Belt, or for the expansion of other towns, such as Didcot and Bicester. However, the more recent version of Part One of the Plan handed over to ODPM in July 1995 comes out firmly against strategic releases of Green Belt land, so the first option does not look likely to feature in the final sub-regional strategy.

In these circumstances, it is difficult to be precise about implications for Buckinghamshire, although growth at either Oxford or Bicester would increase the significance of the East-West Rail project, since it could absorb some of the additional pressures. Remaining pressures, combined with the growth of Milton Keynes would have a major impact upon the section of the A421 between Milton Keynes and Tingewick. Improvements to this route are detailed in the Milton Keynes and South Midlands Sub-Regional Strategy, and this need would be further strengthened with growth at Oxford or Bicester.


Improvement of the A418 between Leighton / Linslade and Aylesbury is already planned, to provide for movement between the growth nodes at Milton Keynes and Aylesbury, but the corridor also serves movement from the growth areas of Luton / Dunstable / Houghton Regis and Leighton / Linslade, to Aylesbury, Oxford and Bicester. Levels of growth in the Central Oxfordshire Sub-Region therefore directly affect transport links in Buckinghamshire and increase the need for improvements to a range of routes including the A41 between Aylesbury and Bicester, the A418 and A41 / A34 routes between Aylesbury and Oxford, and the public transport services (existing or proposed) that join the centres.


3.2 Economic Strategy

The South East has the fastest growing economic sector in the country and is seen as a gateway of international, national and regional significance and the Regional Economic Strategy (2002-12) sets out the overall framework for a sustainable approach to economic development. It identifies five objectives, recognising that transport and infrastructure issues are central to economic success:

- Encouraging competitive business
- Developing successful people
- Developing vibrant communities
- Effective infrastructure
- Sustainable use of natural resources

The strategy identifies the Buckinghamshire Economic Partnership (BEP) as the delivery mechanism within Buckinghamshire. Major economic pressures include skills shortages and high land prices. Priorities include rural regeneration and investment in the county's higher education institutions and facilities.


 Surveys of local businesses identify traffic congestion at key sites, such as the M40 junction at Handy Cross and in both Aylesbury and High Wycombe, as a constraint on business activity. With the plans for growth there is also a clear need to attract inward business investment. The 'Economic Development Action Plan' (2003/4) developed by BEP, incorporates strategies to ensure that business is welcomed into areas that can best accommodate growth. It recognises that Buckinghamshire is on the brink of an exciting era, but that continued economic growth and success depends upon increased investment in transport infrastructure and services.


 To support BEP and attract the necessary inward investment, we launched the 'Buckinghamshire Five Star County – the Place of Choice' initiative in 2004, working with BEP and AVA. Based on the five themes of Business, Europe, Funding, Knowledge and Environment, it seeks to ensure that our economy is able to respond to the changes, challenges and opportunities it will face over the coming years.

Southern Buckinghamshire sits within the South East's economic 'power house', the Thames Valley, whilst the northern half of the county, currently less economically developed, is at the centre of a high tech, high skills based 'knowledge triangle',

bounded by Oxford University in the west, Cambridge in the east and Imperial College London in the south. Using this geographical advantage, we will link economic development in the north to the 'Oxford – Cambridge Arc' initiative, to develop new business and attract high tech and high value companies.


Our target is to support the creation of 13,000 jobs by 2021, by attracting new companies and encouraging 'start ups'. Central to the success of this strategy is the creation of new and improved transport links both to and from Aylesbury and on the Oxford – Cambridge arc across the north of the county.

 Our vision for Aylesbury is to develop a town with a vibrant and dynamic economy that balances growth in housing with growth in jobs, to minimise the need for commuting, and controls and manages traffic growth and congestion. To achieve this it is vital that we effectively integrate land use, economic and transport planning.

 To sustain the quality of life and ensure the competitiveness of the local economy in southern Buckinghamshire we need to address the negative impacts of economic success, particularly traffic congestion and environmental damage. In the urban area of High Wycombe, the demand for growth and the necessity for regeneration will require a delicate balance between potentially conflicting priorities.

An essential part of our economic strategy over the next five years will therefore be to ensure that transport links are provided, improved and developed to sustain and deliver our economic vision and secure the efficient and free movement of people, goods and services across (and beyond) Buckinghamshire.

3.3 Community Vision

 To shape our services and priorities to meet local needs, we work in partnership across the authority and with others (e.g. District Councils, health and police authorities, and the business community), as part of the countywide Local Strategic Partnership known as the Buckinghamshire Strategic Partnership (BSP). This has enabled us to articulate a vision for the future of Buckinghamshire in a Community Strategy.

3.3.1 Community Strategy



The first Community Strategy for 2002-2005 (known as the Community Plan) identified seven key themes and associated actions and targets that the partners agreed would improve the quality of life for everyone in Buckinghamshire. These were developed through consultation with and surveys of a wide range of stakeholders. A number of the targets were achieved as part of the first Local Public Service Agreement (LPSA) negotiated between the County Council, District Councils and the Government. An LPSA offers reward funding in return for meeting ambitious 'stretched' targets for public services.



The countywide Community Strategy is complemented by local community plans, developed in the District Council areas by Local Strategic Partnerships (LSPs). Whilst these may reinforce the Community Strategy themes and targets, most identify issues of greatest concern at a more local level, but together they set out a package of measures designed to improve the quality of life for Buckinghamshire residents.

The BSP has developed a new Community Strategy that includes a vision for the county through to 2015.

In 2015 Buckinghamshire has maintained its economic success and its position as one of the most prosperous counties in England. At the same time it has enhanced its environment and improved the well-being and quality of life of all its residents.

The Community Strategy sets:

- A medium / long term vision
Including outcomes for issues important to residents and significant in shaping the future of Buckinghamshire
- A common agenda for action
To inform the strategic plans, policies and decision making of partners and provide a framework for partnership working
- A three year action plan
Linked to specific targets, including new LPSA targets, to support the outcomes

It is structured around a series of themes that describe how we will promote the development of sustainable communities in Buckinghamshire. The themes and the aim for each one are set out below.

Improving the quality of life for children and younger people

We want all our children and young people to have the best start in life, to lead safe, healthy and fulfilling lives and to be able to make a positive contribution to their communities and to society. We will ensure access to a range of universal services as well as developing more targeted ones to meet their specialist needs.

Improving the quality of life for older people

We aim to enhance the quality of life of people in Buckinghamshire enabling safe, independent lives for as long as possible, recognising the contribution that older people play in society, their needs and aspirations.

Safe communities

We aim to work in partnership to reduce crime and the fear of crime, and to create stronger, safer, cohesive and sustainable communities that improve the well-being and quality of life of Buckinghamshire residents.

Cohesive communities

We aim to support the development of strong, cohesive communities throughout Buckinghamshire and to empower them to deliver local solutions to local issues. By targeting resources and support towards local areas of particular need, we will work with those communities to tackle inequalities and improve their quality of life.

Healthy communities

We aim to promote the physical and mental health and well-being of people in Buckinghamshire and to tackle health inequalities through partnership working.

Prosperous communities

We aim to promote a competitive and diverse business community with a particular emphasis on high technology, knowledge-based sectors. A key goal is to improve the skills and qualifications of the workforce, particularly for those who lack further education.

Accessible communities and transport

We aim to provide access to all, supporting sustainable growth and economic development, enhancing and protecting the environment and ensuring people and goods can move safely and efficiently.

Superb environment

We aim to secure a safe, prosperous and high quality environment in both rural and urban areas of Buckinghamshire. This means providing places for people to live that are well designed and built and considerate of their environment. It also means enabling a lifestyle that minimises negative environmental impact and encourages an efficient use of natural resources.

Consideration of each theme includes a ten-year vision and targets to measure our success. The themes are reflected in a range of local plans and strategies, prioritised and developed according to local needs. Two agreements set out some specific projects that partners are working on together to deliver the themes, and provide the mechanism for delivering the Community Strategy priorities.

3.3.2 Second Local Public Service Agreement (LPSA2)

A second LPSA has been agreed with Government for Buckinghamshire for 2005-2008. This sets out twelve target areas in which the BSP will seek to deliver significant improvements for residents in Buckinghamshire. These targets reflect priorities identified in the Community Strategy. If the partners are successful in achieving the targets, the Government will pay a reward grant of £12 million.

3.3.3 Local Area Agreement

The LPSA is supplemented by a further set of targets in a Local Area Agreement (LAA) for Buckinghamshire. This is a contract between the partners in Buckinghamshire and central Government for the period 2006-2009. It sets out how partners will work together to deliver improved outcomes for Buckinghamshire residents in the priority areas identified in the Community Strategy. Unlike the LPSA, the LAA targets will not attract additional resources, although the aim of the LAA is to achieve better results through strengthened partnership working.

3.4 The Corporate Plan

We produce a four-year strategic 'corporate plan' (previously known as the Council Plan), setting out our overall ambitions and objectives for the life of the Council. This was revised after the County Council elections in May 2005. It builds on the vision set out in the Community Strategy and focuses on those aspects of delivery that are the direct responsibility of the County Council.

The corporate plan has seven objectives:

- To involve, represent and serve all who live and work in Buckinghamshire
- To provide efficient and effective services
- To give children and young people the best possible life chances
- To improve quality of life for adults and older people
- To provide support to help families cope with their responsibilities
- To build safer, stronger and healthier communities
- To maintain a vibrant economy whilst protecting the environment

Our transport policies, strategies, and service delivery support all seven of these objectives, and specific actions and targets are included and described in both the Second LTP and the Corporate Plan.

4 THE FUTURE FOR TRANSPORT

For Buckinghamshire, the overriding factor in our vision for transport is the growth agenda. In the coming years we need to secure the delivery of the infrastructure and services to accommodate and cater for growth both within the county and across the wider sub-regional areas. As well as facilitating housing and business expansion, this must sustain and improve the environment and the quality of life.

Strategic transport planning is a long-term process. The Community Plan sets a framework for local transport policy development for the next ten years. At the regional level, the emerging South East Plan and Regional Transport Strategy provide a context until 2026 whilst, nationally, the Future of Transport, the Sustainable Communities Plan and the associated Milton Keynes and South Midlands Sub-Regional Strategy provide a framework for almost thirty years.



4.1 Regional Transport Strategy

The principal transport influence for our Second LTP is the Regional Transport Strategy (part of the South East Plan) developed by SEERA, in conjunction with the principal transport authorities across the South East. It commits local authorities to support and seek to implement a series of general transport policy objectives (largely reflecting national transport policy), including:

- Innovative approaches to public transport in rural areas
- Policies that support public transport access to Heathrow and Gatwick
- Policies that foster improved and integrated public transport
- Travel plans for major travel generating developments
- Increased freight movements by rail

It also includes a number of regionally significant proposals that directly impact upon the development of our LTP. Perhaps, the most significant is the adoption of a network of defined multi-modal, but primarily public transport oriented ‘hubs’ and ‘spokes’ to identify key corridors of movement, modal interchange and urban activity across the region. Milton Keynes, Aylesbury, Slough and Oxford are all defined as regional hubs, with key spokes connecting them. In Buckinghamshire, the most important spokes are Aylesbury to Milton Keynes, Milton Keynes to Oxford, and Aylesbury to London, and the corridors that reflect the routes of the M40, M25, M1 and M4 that pass through the county (see Figure V3).

Figure V3 - Regional Hubs and Spokes



Map Key

- Regional Spoke
- International Gateway
- Regional Hub
- Transport Interchange
- Channel Tunnel
- Motorway
- Trunk Road
- Railway
- Airport
- Port

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